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Hongkong, 16th April, 1913. 1584

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[22]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, MAY 23RD, 1913.

"RETROSPECTION" is the title of a book written by HUBERT HOWE BANCROFT, a prolific American writer who has passed the allotted span of man's life. Such a man is naturally in a position to pass in review the leading events of the history of the United States of America, and this he does in a very comprehensive manner in the work under notice. Though "Retrospection" will carry a direct appeal to Americans, it has a great interest for British readers alike on account of the instructive views presented and by reason of the thoughts which it suggests. For instance, the writer is very enlightening on the subject of Panama. He has absorbed its story and he pictures some of its thrilling romance, recalling as it does days of adventure and picturesque struggles between British ships and Spanish galleons. There is the sad aspect, of course, especially for Scotsmen, when they remember the Darien Expedition which came to grief two centuries ago. But what interests the present generation is to be reminded that practically ever since the discovery of the New World, rather more than 400 years ago, the importance of Panama has been recognised by the nations engaged in trade and commerce. Spain, France, Holland and Great Britain appreciated the value of Panama, not in the early days for the possibility of constructing a canal which would allow vessels to pass from the Atlantic to the Pacific, but as the location of a port which would become an entrepôt

much greater than modern Hongkong. Spain, of course, being first in the field of western exploration and exploitation, was in a position to make Panama the richest and the mightiest metropolis of the two Americas, which it became before the end of the sixteenth century. By that time the isthmus of Darien was the gateway between the two seas, and Panama the most important place in connection with the economic development of the New World. Situated upon the world's highway, in the centre of the Spanish colonial possessions, through its portals passed the treasures of the northern and southern coasts, the islands of the South Sea and of the Indies beyond. The key to commerce, Panama was likewise the key to political supremacy. By holding the isthmus the KING OF SPAIN held the Pacific. Mr. BANCROFT points out that the central position and the command of both oceans which gave Panama her wealth and power also exposed her to political convulsions and attack from foreign foes. An insurrection in Guatemala, a rebellion in Peru, a change of restrictions in Asiatic trade were immediately felt at Panama, and upon her fell the heaviest blows aimed by the British, French and Dutch in the West Indies against Spain. The city was several times captured by pirates and held for ransom or burned. As its site was not a healthy one, the city was rebuilt on a new site some two leagues away. The new Panama was laid out in 1671 in the form of a square, with moat and walls so costly that the Council in Spain wrote asking if the fortifications were of silver or of gold! Panama did not long remain a city, but the possibilities of the locality were not ignored by others. WILLIAM PATERSON, the Scotsman who founded the Bank of England, attempted to form a "Scotch Utopia along industrial lines" on the Atlantic side of the Darien isthmus not far from the entrance to the present Panama Canal. His intention was to "make his settlement the entrepôt of the Pacific, the pivotal point of the commercial world, where merchandise might be interchanged, and cargoes transferred, and whence Europe and all the Atlantic and Mediterranean seaports might be supplied with the products of North and South America, of Japan, China and the South Sea Isles." In PATERSON'S words the settlers of Darien were to "acquire a nobler empire than ALEXANDER or CÆSAR without fatigue, expense or danger." Schemes similar to PATERSON'S were concocted in London and Paris, but they came to naught. The thought which suggests itself on perusing this review is—Is there any prospect of another Panama rising on American territory on the banks of the inter-oceanic canal which is almost completed? The author thinks that the dream of the early Spaniards and Scottish is nearer realisation to-day, and he expresses the hope that the Panama of the Canal will be able to make as brilliant a showing three hundred years hence as the Panama of three hundred years ago. This is not too much to hope. The new Panama, or whatever name be given to the future city, should become a large coal and shipping centre, making it at least one of the "pivotal points" of the commercial world.

Two further cases of plague were reported yesterday.

A dissolution of partnership in the "American Corset Store" is announced.

An additional train for the Fanling Golf Course is advertised for to-morrow (Empire Day).

Mr. Edwards, one of the masters at Queen's College, has informed the police that a watch and gold chain have been stolen from his room.

Reuter's correspondent at Canton is authority for the statement that General Chang Kwing-ming, Commander-in-Chief in Canton, declares that agitators defaming the Government will be shot.

A richiee coolie knocked over a compatriot on Wednesday, and the latter received injuries which rendered his removal to the hospital advisable. The coolie was arrested, and was yesterday fined 50 cents.

Mr. B. F. Alston, of the Foreign Office, left London at the beginning of May for Peking, where he will take charge of the Legation for some months, in the place of Sir John Jordan, who is returning to London on leave of absence.

One of the most impudent robberies that has occurred in Shanghai for some time took place last week at the residence of Mr. H. Middleton, 24, Great Western Road. The most unfortunate feature of the theft is that Mr. Middleton has lost a number of trophies that he won in lawn tennis tournaments as well as things given to him on his wedding and by the members of his staff at the Shanghai Nanking Railway.

The *Konigin Luise*, a steamer of 11,000 tons, arrived yesterday from Germany with a large number of troops on board as relief for the garrison at Kiaochow. She moored at the man-of-war anchorage.

A decree of divorce was granted at Dublin last month to Mrs. Ernestine Dooner, wife of Captain W. W. Dooner, Royal Irish Fusiliers, now in the Ordnance Department. Captain Dooner a year or two ago was stationed in Hongkong and later in Tientsin.

A new set of postage stamps for the Dutch Indies is in course of preparation. On the plates the portrait of the Queen is placed between two palms; on the impressed stamps Her Majesty's gaze is directed towards a merchantman at sea; on the stamps of high value the settings are changed, appearing now on a white background as in the stamps of Holland.

The Report of the Shanghai Mutual Telephone Co., Ltd., shows that there were 4,524 telephones in use in Shanghai at the end of the year. The amount available for appropriation was Tls. 110,789. A dividend of Tls. 4 per share absorbs Tls. 58,160; Tls. 20,000 is placed to the fund for the equalisation of dividends, and another Tls. 20,000 is placed to reserve, the balance being carried forward to next year's account.

The programme of the Hongkong Gymkhana Club's second Gymkhana this season, which takes place on Saturday, the 31st inst., at Happy Valley, is out, and the entries are up to the usual standard. There are 10 for the Gymkhana Stakes; 4 for the three-quarters of a mile; 5 for the Ladies' Nomination; 6 for the Tent Pegging in pairs; 7 for the Handicap, from the two mile post, once round; 9 for the one and a quarter mile handicap; and 6 for the Hurdle Race.

The excess of Chinese immigration over emigration in the Federated Malay States for the last three years is 7,794, 38,033, 41,786. Harvests in China were reported satisfactory, but price of rice there was high, as elsewhere. The number of labour contracts signed in Singapore for the three years continues to decrease—4,003, 2,705 and 698 respectively. It is not likely that many such contracts will be signed in 1913, as all contracts with "sinkhs" or assisted immigrants from their first arrival from China will lapse on July 1, 1914, under the provisions of the Labour Code.

The opening of Wusuh (Hupoh) as a port for foreign cargo is at last an accomplished fact, says a correspondent of the *North-China Daily News*. It was potentially an open port before 1891, and an officer of the Maritime Customs was in residence, until in that year the officer, Mr. Green, was battered to death by a mob. A local guild of merchants recently bought up one of the old opium hulks of Shanghai, transmogrified and painted it, and gained the visits of Messrs. Butterfield's steamers, but gained no cargo, for Kuikiang interests blocked the way. At length that point, and the matter of Customs requirements at Kuikiang and Hankow, were successfully adjusted, so, from the first of the third moon, the port has been really opened.

The Hupoh Cement Works, built six years ago, largely with Japanese capital, have been closed. They have failed to make a profit, and the closing of the works has been brought about by certain Japanese who are stated to be creditors to the extent of Tls. 60,000. The *N.-C. Daily News* correspondent at Tach says the cement which has been turned out at the works is of excellent quality, the works modern and machinery of best German and English make, and the actual cement-making is controlled by three German engineers. The works are near the Yangtze bank and backed up by hills of limestone and ought to be run at a profit. Ever since the revolution the managers, Chinese, have been changed frequently and, if local rumour is correct, are responsible for the present state of affairs.

DEATH OF MR. E. C. LEWIS.

News has reached the Colony that Mr. Edward Cornwell Lewis, formerly assistant postmaster in Hongkong, died at Hornsey, North London, on the 27th April. Deceased, who succumbed to brain trouble, is survived by a widow and four sons.

The late Mr. Lewis had seen Colonial service in the West Indies (in the islands of St. Vincent and Grenada) and came to Hongkong in 1869 as assistant postmaster, occasionally acting as Postmaster-General. Owing to ill-health he retired on pension last October. He was a zealous and efficient official, and was exceedingly popular with his colleagues. A devoted Churchman, he was for years a prominent member of the congregation of St. John's Cathedral, afterwards becoming treasurer and lay reader in St. Andrew's Church, Kowloon. He was also an enthusiastic Freemason.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE CHINA LOAN.

BRITISH PORTION TWELVE TIMES COVERED.

LONDON, May 22nd.
The China Loan closed on Wednesday. It was largely over-subscribed and is quoted at one per cent. premium sellers.

LATER.
The rush for the Chinese Loan is reminiscent of the boom periods, contrasting with the recent dullness in financial business. Though the final country subscriptions have not yet been received, it is estimated that the issue is already twelve times covered. Nevertheless the price remains at 1 per cent. premium.

LONDON PRESS COMMENTS.

The *Standard*, in the course of a financial article, says the fact that Yuan Shih-kai has succeeded as well as he has done in re-organising affairs after the Revolution, notwithstanding the chaotic conditions of finance and the need of fresh money, says much for his administrative capabilities. The fact that the Loan will notably be used for only re-organisation and administrative purposes should vastly strengthen his position.

The article dwells on the strenuous efforts of the five Governments to safeguard the interests of investors both in the immediate and the more remote future, as shown by a letter from the Foreign Office accompanying the prospectus, stating:—"The Chinese Government declares the contract to be a binding engagement on themselves and their successors. His Majesty's Government have taken note of this declaration, and concur with the view expressed therein."

The other four Powers have addressed similar letters to the issuing groups of their respective countries.

The *Times* says the Chinese reputation for honesty in the observance of International Agreements regarding Loans, and the fact that the Governments have taken note of the Loan Contract and concur as to its binding effect on the Chinese Government and their successors, render the indefinite character of particular revenues on which they were secured a less serious matter.

FRENCH LOAN FOR MEXICO.

LONDON, May 22nd.
The Mexican Congress has sanctioned the general terms of a contract with French bankers for a loan of £20,000,000, at 6 per cent., to be issued at 90, to run for ten years, and guaranteed by 38 per cent. of the Customs. It is understood that British interests participate in the Loan.

Members of the Congress charged the Minister of Finance with failing to take better offers. The Minister defended himself on the ground of urgency.

THE MONTREAL LOAN.

LONDON, May 22nd.
The underwriters of the new Montreal 4 per cent. loan of £1,430,000 have been saddled with 66 per cent. It is quoted at 1 per cent. discount.

FRENCH LINER BLOWN UP.

BOUND FOR CONSTANTINOPLE FROM MARSEILLES.

LONDON, May 22nd.

It is reported that the Messageries Maritimes liner *Senegal* was blown up by a mine while leaving Smyrna. There are no details.

The *Senegal*, which was bound for Constantinople, took 60 passengers on board at Marseilles, and had a crew of 60.

MILITARY DISSATISFACTION IN FRANCE.

LONDON, May 22nd.

The ringleaders of the demonstrations at Toulon and elsewhere in France against the three years' service are to be drafted forthwith into the disciplinary battalions in Algeria.

A telegram from Chalons-sur-Marne states that a number of Artillerymen attempted to demonstrate their objection to the Three Years' Service Bill, but they were dispersed on the intervention of the non-commissioned officers.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE ROYAL WEDDING IN GERMANY.

CORDIAL RECEPTION OF KING GEORGE AND QUEEN MARY.

LONDON, May 22nd.

King George and Queen Mary arrived at Berlin at 11.30 on Wednesday morning. The German Emperor and Empress, and other royal personages, as well as dignitaries of the Court and State awaited them at the station, and the royal visitors were accorded a brilliant reception. The royal party proceeded in procession through streets lined with troops en route to the Palace and received ovations from the crowds. The weather was splendid.

The streets of Berlin between the railway station and the Palace were crowded. Leichter Station was decorated with a profusion of British and German flags. The guard of honour was furnished by the 1st Foot Guards with the regimental band, a feature of which is their picturesque mitred caps of the eighteenth century.

The Crown Prince wore the uniform of the British 11th Hussars, and the Emperor was attired in the uniform of the British 1st Dragoon Guards. Both wore the riband of the Order of the Garter. King George wore the uniform of the German 1st Dragoon Guards and the riband of the Order of the Black Eagle. The bride and bridegroom were also at the station. The Band beat a tattoo, and the Guards lining the route presented arms and gave three cheers as the procession passed, while a salute was fired from a battery of artillery.

Count Zeppelin in the *Hansa*, which followed the Royal train from Rathenow, sailed after their Majesties along the Unter den Linden.

The Berlin Press comment on the Royal visit is sparing.

The *Lokal Anzeiger* enlarges on the relaxation of the Anglo-German strain, and hopes that the visit will prevent a relapse into bitter antagonism.

The *Vossische Zeitung* says—King George and Queen Mary met with a reception which was the reverse of cool and reserved.

EXTRAORDINARY PRECAUTIONS FOR THE TSAR'S SAFETY.

Extraordinary precautions are being taken to ensure the safety of the Tsar. The whole length of the line from the frontier will be watched by soldiers, and the roads and paths leading to the railway will be closed and guarded by gendarmes, who will make the strictest enquiries regarding strangers in the neighbouring villages.

A huge staff of Russian secret police will accompany the Tsar.

THE KAISER'S CLEMENCY.

THE BRITISH "SPIES" RELEASED.

LONDON, May 22nd.

Captain Trench and Mr. Bertrand Stewart left Glatz fortress on Wednesday morning and, accompanied by a German officer, proceeded to Berlin, thence to England.

Lieutenant Brandon has been released from the fortress at Koenigsstein, and has entrained for Austria, en route to England.

GERMAN MILITARY TOPICS.

STORMY SCENE IN THE REICHSTAG.

BERLIN, May 22nd.

A stormy scene took place at a meeting of the Budget Committee of the Reichstag. A Socialist moved the suppression of the Garde du Corps and other crack Regiments.

The Minister of War opposed the motion, saying it encroached upon the Emperor's prerogative as Commander-in-Chief, and the motion was rejected.

A resolution moved by the National Liberals, demanding the curtailment of the preponderance of the nobility in the officers of the Corps, was adopted.

THE CANADIAN NAVY BILL.

OTTAWA, May 22nd.

The Canadian Navy Bill was read for the first time in the Senate. A caucus of Liberal Senators, according to the Liberal newspapers, have unanimously resolved to defeat the Bill.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN SITUATION.

THE PEACE TREATY.

LONDON, May 22nd.

The Serbian delegate, on behalf of the Balkan Allies, has communicated to Sir Edward Grey the proposed modifications in the draft of the Peace Treaty. The Allies feel that the modifications ought not to encounter objection. They are prepared to sign the preliminaries if they are accepted.

The Allies ask that their delegates at the Financial Conference in Paris shall have the same status as the representatives of the Powers, and suggest that all Treaties in force before the war should remain in operation after peace is signed, until they are superseded by agreements forming part of the final comprehensive Treaty.

EASTERN TELEGRAPH COMPANY'S ENTERPRISE.

MILLIONS FOR STRENGTHENING CABLE SERVICE.

LONDON, May 22nd.

At a meeting of the Eastern Telegraph Company it was estimated that the important cable renewals, strengthening the cable capacity east of Suez, by laying new and important cables, would cost millions.

THE SCOTT EXPLORATION EXPEDITION.

LONDON, May 22nd.

Members of the Royal Geographical Society and friends filled the Albert Hall on Wednesday evening, when Commander Evans, who was accompanied by the survivors, told the story of the Scott Expedition. He said there was little new to add to the outline already published but intimate personal touches thrilled the distinguished audience. Lady Scott was present.

Lord Curzon, who presided, previously held a reception in Hyde Park Hotel.

CANADA'S GIFT TO THE SCOTT FUND.

OTTAWA, May 22nd.

Supplementary estimates included a grant of £3,000 to the Scott South Pole Fund and a grant of £1,000 to the Building Fund of the Royal Geographical Society.

EMPIRE DAY SHOOTING.

LONDON, May 22nd.

The list of entries for the Empire Day Rifle Challenge Cup is complete. It numbers 134. The provisional scores will be cabled on Monday.

THE ENGLISH TURF.

THE NEWMARKET STAKES.

LONDON, May 22nd.

The result of the Newmarket Stakes is as follows:—

Cranganour 1
Sun Yat 2
Louvois 3

Seven ran. Won by a length and a half, two lengths dividing second and third. Cranganour made all the running and won easily. Flippant was fourth.

The betting was as follows:—Evans Cranganour, 33 to 1 against Sun Yat, and 13 to 8 against Louvois.

ENGLISH COUNTY CRICKET.

LONDON, May 22nd.

Hampshire gained the points on the first innings as the result of their match with Leicestershire, the game ending in a draw.

Essex drew with Lancashire, the latter county getting the points.

Surrey defeated Gloucestershire by 260 runs.

Sussex beat Middlesex by 35 runs.

Oxford University were beaten by Kent, by an innings and 101.

Before Mr. C. D. Melbourne yesterday, a Chinese woman was charged with the larceny of furniture, jewellery, and clothing, of the aggregate value of \$244. Mr. R. C. Faithfull prosecuted. It appears that the woman had been the concubine of the prosecutor for about three years, and disappeared on Wednesday, with the articles concerned in the charge. The property was found as the woman was boarding a Macao steamer. The case was remanded.

TELEGRAMS.

[THROUGH REUTER'S/GENCOX.]

THE CALIFORNIAN ANTI-ALIEN LEGISLATION.

LONDON, May 22nd.

A telegram from Washington says that President Wilson has summoned Representative Sisson to the White House, and asked him to refrain from delivering another bellicose speech on the subject of the Californian Legislation. Mr. Sisson promised to discuss the question seriously in his next speech in a way which would not be offensive to any foreign Power.

The State Department learns that Japan has received the American reply to its representations in regard to the Alien Land Legislation in good part, and the situation appears to be more favourable.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, May 20th.

"TELEGRAPH STRIKE."

There has been a lot of dissatisfaction in the ranks of the Telegraph operators in the South over the fact that some old servants of this branch were being superseded by newcomers and that new heads of the different offices were being appointed without any reference as to length of service. The operators gave notice that if their wrongs were not righted they would go out on strike; and, true to their promise, they all stopped work on Sunday. This was a serious state of affairs for the foreign merchants, and if the strike had been prolonged it would have caused a lot of inconvenience. However, the Authorities have at least temporarily given in, and work started again at noon on Monday.

CANTON PREMIUM BONDS.

The drawing for prizes in the local lottery is taking place just now. The first has not been drawn yet and the third prize has gone to a Chinaman in Siam. It is expected that this drawing will be finished to-morrow.

ELECTRIC CARS AT THE EAST GATE.

Several merchants have put schemes before the Government to run electric trams along the Military Road outside the East Gate, from the neighbourhood called Chuen Lung How to In Tong, and also from the small North Gate to the locality known as Sai Chuen. Petitions for permission are before the Government at the present time and it is expected that the matter will be settled in the next few days. The scheme for running cars on the New Bund has not been heard of now for some time, probably as the thoroughfare is too narrow and the Government wanted the parties interested to take another route, using the street behind. However, not very long ago six or seven motor cars arrived by steamer, which it is understood are to be used on the Bund.

STREET GATES.

At both extremities of practically all the streets in Canton there are gates of some kind or another which are always closed at night. Their ostensible purpose is to keep out robbers and bad characters. The Police Commissioner has come to the conclusion that these gates are of no value for this purpose, and that otherwise they are a nuisance to traffic, besides in some cases helping thieves by giving them an easy access to the roofs of houses. He has given an order that all of these wooden gates are to be pulled down at once, and he is taking steps to have all others removed. Additional police will be provided to prevent this being an invitation to bad characters to try the success of the new arrangement.

MORE PIRACY.

Chang Yu Chuen, the Magistrate of the Tung Shing district, sent in his resignation several days ago. It was accepted and he prepared to make his departure to Canton. He arranged to have his belongings brought to Canton by eight soldiers who were to proceed by boat. The pirates thought this too good an opportunity to lose, and ere the boat had proceeded far it was attacked and three of the guard killed. The robbers made off with the booty and there is no trace of them to be found. As a result, the magistrate himself is afraid to come by this route to Canton, and is asking that his successor should be sent before his departure and with an escort of soldiers to conduct him to the nearest station of the Canton-Kowloon Railway, that being the only way in which he thinks it safe to make the journey.

For gambling at West Point, ten Chinese were fined \$3 each or seven days' imprisonment.

A Chinese was fined \$250 or three months in default for being in unlawful possession of opium.

SUPREME COURT.

Thursday, 22nd May.

IN SUMMARY JURISDICTION.
BEFORE MR. J. H. KEMP (PUNISH JUDGE).

CONTRACTORS AT LAW.

The hearing of the case was continued in which Mak Kung, of 116, Queen's Road, West, sued Chan Pui Yue, of 17, Ship Street, to recover the sum of \$650.50, being as to \$515.50, money received by the defendant from the Officer Commanding the Royal Engineers, Hongkong, for the use of the plaintiff; and as to \$135, money drawn by the defendant from the plaintiff's business. Defendant counterclaimed \$281 as damages for breach of agreement, or in the alternative for moneys paid under a guarantee given the sub-contractors, which was communicated to the plaintiff and assented to by him.

Mr. M. Reader Harris (of Messrs. Wilkinson & Grist) appeared for the plaintiff, and Mr. Crew (of Messrs. Hastings & Hastings) for the defendant. Mr. Harris stated that since the last hearing his friend had paid into Court the sum of \$245 with an admission of liability. Therefore, presumably, he was still contesting the amount of wages which plaintiff said was \$40, and defendant said was \$70. That was the only issue.

His Lordship—The claim with respect to the payments to the sub-contractors is dropped?

Mr. Crew—No. I could not shape my defence in the shape of a set off; it had to be in the form of a counterclaim. Since last hearing I have paid into Court the sum of \$245.

His Lordship—The position is not altered really?

Mr. Harris—Not at all. If anything, it is prejudicial to myself, because I saw I was going to get costs of the claim in any event until my friend paid the money into Court.

Evidence was called and the hearing adjourned.

CLAIM AGAINST THE HONGKONG HOTEL CO.

G. R. Soley, accountant, residing at the Royal George Hotel, Kowloon, brought action against the Hongkong Hotel Company to recover \$198, being \$18 as to salary due for three days' services in May and as to \$180, the balance of salary due for one month and board and lodging in lieu of notice.

Mr. J. H. Gardiner appeared for the plaintiff, and Mr. W. E. L. Shenton, of Messrs. Deacon, Looker, Deacon & Harston, represented the defendant Company.

Mr. Gardiner explained that a portion of the evidence for the defence had been taken on Tuesday in consequence of Mr. Taggart having to leave the Colony. The claim was really for damages. Plaintiff had been engaged by Mr. Taggart on or about 10th April as night clerk for the Hongkong Hotel. There was a Chinese night clerk, but Mr. Taggart thought for the further protection of the hotel there should be a European night clerk, and Mr. Soley was engaged for that purpose, his hours being from 10 p.m. to 6 a.m., at a salary of \$90 per month. Plaintiff entered into that contract in the belief that he was there as a monthly servant, although Mr. Taggart stated that the engagement could be terminated at 24 hours' notice. Plaintiff did not remember any such agreement. Subsequently, after some communication between plaintiff and Mr. Taggart it was arranged, owing to the barman having been summarily dismissed on the 30th April, that plaintiff should also assume the duties of barman. There was some discussion as to increased wages, but nothing was finally settled, and plaintiff is not claiming anything in respect of the extra duties. The barman's hours were from 10 to 2, and after the tiffin rush from 5 to 12. It was understood by Mr. Soley that as soon as he undertook the dual position his duties as night clerk would end at 2 a.m. instead of 6 a.m., as it would be unreasonable to expect a man to work all day long without rest. Plaintiff carried out this arrangement for three days.

Plaintiff gave evidence in support of his claim, denying that Mr. Beaupaire was present. Cross-examined by Mr. Shenton—He denied that he was taken on trial. Nothing was said to him at his interview with Mr. Taggart as to 24 hours' notice. Had he been asked to sign such an agreement he would have refused. Plaintiff denied that he had asked Mr. Taggart for the dual position: it was the latter who approached him with reference to taking over the duties of barman. Plaintiff was questioned as to ordering champagne for three Europeans, but denied that he was drunk, though he admitted having remarked next day that if any other man had as much drink as he had had he would have fallen down flat.

The hearing was adjourned.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Wanchai Wesleyan Methodist Church \$16.70

COMPANY MEETING.

PEAK TRAMWAYS COMPANY, LIMITED.

Yesterday the annual meeting of this Company was held at the Hongkong Hotel. Mr. Henry Humphreys (Chairman) presided, and there were also present: The Hon. Sir Paul Chater, C.M.G., the Hon. Mr. David Landale, Dr. J. W. Noble, Mr. J. S. Harston, and Mr. C. S. Gubbay (directors), Messrs. D. E. Clarke, J. H. Seth, J. M. Wong, Enos Seth, Lau Yu Chung, and the Secretary (G. Rapp).

The Secretary having read the notice convening the meeting, The CHAIRMAN said—The report and statement of accounts and auditors' report having been in your hands for the past eight days, I propose with your permission to take them as read. For the period under review season and punch tickets and special cars combined have afforded increased receipts amounting to \$2,329.10, but daily tickets sold on the cars are responsible for a falling off of \$1,475.31; thus the increase in traffic receipts only amounts to \$853.85, as shown in the profit and loss account. This has been more than discounted by increased cost of upkeep and increased wages and have been brought about for the most part by the extended service of cars. The experience gained during the past two years proves conclusively that the increase in working expenses involved by the addition of several extra cars to the service is out of all proportion to the increase of revenue (if any) derived therefrom. Your Directors and General Managers, however, bear constantly in mind that we are carriers and must within reasonable limits satisfy the needs of the travelling public even if an adequate return be not immediately forthcoming. I have no further remarks to make, but if any shareholder has any questions to ask I shall be pleased to answer them to the best of my ability.

There were no questions, and the CHAIRMAN accordingly proposed the adoption of the report and accounts.

Mr. J. H. Seth seconded, and the motion was carried unanimously. The CHAIRMAN moved that the retiring directors (Dr. J. W. Noble, Mr. J. S. Harston, Mr. C. S. Gubbay, Sir Paul Chater, and the Hon. Mr. David Landale) be re-elected.

Mr. Lau Yu Chung seconded, and the motion was agreed to. On the proposition of Mr. CLARKE, seconded by Mr. ENOS SETH, Messrs. W. H. Potts and A. R. Lowe were re-elected auditors at a remuneration of \$100 each. The CHAIRMAN—That is all the business, gentlemen. Thank you for your attendance, and dividend warrants will be ready this afternoon.

THE FIRE ON THE P. AND O. "BANCA."

DAMAGE OVER SIX LAKES OF RUPEES.

The fire which broke out in No. 2 hold of the P. and O. Company's cargo boat *Banca* last month in the Prince's Dock, Bombay, was followed up in a few hours by another in an adjacent hatch, which proved as destructive as the other so far as the loss of cargo is concerned. Taken together, says the *Bombay Times*, the fires seem to be two of the biggest that have occurred in the Bombay docks and have taxed to the utmost the energies of the fire brigade and others engaged in extinguishing them.

The No. 2 hold contained besides cotton bales more than three thousand baskets of onions, and these when ablaze emitted fumes which considerably retarded the work of the Fire Brigade and the Salvage Corps. Another difficulty which they had to encounter was caused by the shape of the hold, which is built on the turret plan. This necessitated the brigade men to get under the curved sides of the ship to make their hose play effectively on the flames. But despite these difficulties a strenuous effort was kept up to control the flames uninterruptedly, and it was due to this that the flames were got under within an hour.

The second fire broke out at about five o'clock the following morning, when smoke was seen issuing from hatch No. 1. Steps were immediately taken to put down the flames and the steam dredger and five fire engines were brought into requisition. There were pressed cotton bales in the hold, and as soon as the fire was got under control they were removed from it by means of cranes. Both fires smouldered for a long time after they had been fairly put out.

The cause of the first fire has not been ascertained, but it is believed that the second originated in consequence of the bulk-head which separated No. 1 hatch from No. 2 becoming red hot in common with other parts of the vessel and setting the inflammable cargo afire.

There has been much speculation as to the exact number of cotton bales that were in the hold at the time of the first fire. As the cargo is shipped both from the shore and from overseas it is difficult to give an exact quantity of the total cargo. So far it has only been ascertained that by the time the first outbreak occurred 3,198 bales of cotton had been shipped from the wharf-side. The quantity shipped from overseas is not known, but is supposed to be considerable. The damage done by the two fires is not known exactly, but is roughly estimated by those who are competent to judge that the total amount would not be less than Rs. 6,00,000 and might possibly go up to Rs. 8,00,000 or even Rs. 10,00,000. It is believed that at least half the number of cotton bales in No. 2 hold and about five per cent. of the stock in No. 1 hold have been totally destroyed, while the remaining bales in both the holds have been damaged by fire and water. Of the two, the most serious damage has been done by the fire. The principal among them are: N. M. K. Kaisha and Company (the Japan Trading Company) and M. B. Kaisha and Company. It is reported that each of these two firms was shipping by this boat about 7,000 bales of cotton, its destination being Kobe, Yokohama and other ports in Japan. Among the other firms who are sufferers by the fires, though to a small extent, are: A. Hancock & Company, Mitchell & Co., Brund & Co., N. Karimkhoy, N. K. Kaisha, N. Fethali & Company, J. A. Begbie & Company, M. H. Eldersgate and others. The merchants who had shipped the onions were M. Jamma & Company.

CHINESE REPUBLICAN "REFORMS."

[BY A CHINESE CONTRIBUTOR.]

I—THE ANTI-OPIMUM CAMPAIGN.

Swatow, May, 1913.

That the leaders of Young China have been all anxiety for reform gratifies right-thinking men who used to witness the rotten-at-the-core administration of the Manchus; and since the inauguration of the Chinese Republic, every one interested in China has not been less desirous of seeing beneficial results springing from the efforts of those leaders in the direction alluded to than the latter have been anxious to render China one of the prominent Powers of the world. As matters stand, one naturally feels inclined to ask himself the question, whether any tangible benefit to the citizens of China has arisen out of the efforts amounting on the part of the brilliant leaders to a craze for improvement after more than a year has elapsed since the Chinese Revolutionists gave out to the world that China is a Republic—such benefit as could not have been dreamed of under the Manchu régime? So far, comments of Chinese newspapers published in English and in Chinese are fluent eulogies of China and her leaders. All the acts of the latter are indefatigably made to glitter. But what about the dark parts of those acts? These could not fail to exist, for nothing human is perfect, or to use another form of expressing that idea, to err is human. Are they to be concealed from sight in the same manner as an unwashed, filthy body is concealed by a new suit from exposure? Can this new suit promote the health of that body? That it cannot goes without saying. What China wants just now is to improve her health as a matter of primary importance rather than her appearance. Therefore, until this is done, all eulogies are but a betrayal of obliquity of judgment, and are akin to talking Greek. Growing improvement comes not from self-complacency, but from self-humiliation.

REPUBLICAN SHACKLES.

The repleteness of the reform measures hitherto introduced by the Republican leaders, and the able manner in which the Chinese newspapers above referred to champion the cause of the Revolution and the Republic make it seem as if Rome was built in a day; as if China is one of the wisest and most enlightened nations under the sun. Now, since all the energies of Young China tend towards reform—have been put to the wheel for more than a year, what is the resultant weal which the sons of this vast State are now enjoying as compared with such weal as those very sons did receive under the Manchu yoke, odious as that yoke was? I say, instead of there being any improved advantage, the citizens are groaning under the weight of Republican shackles, and are in a number of instances worse off than under the Manchu rule. I emphasize this remark by animadverting upon what I have seen at this port, what I have read in newspaper reports, and what I have heard of the administration of the Chinese Republican Government! Although my words may sound discordant, yet I hope that the gentle readers of this letter will look upon me as one who has the welfare of China at heart.

The first subject I have selected to animadvert upon is that of Opium Suppression:—

There are still a few years available for Indian Opium to come into China under the well-known Opium Treaty, which contains a condition that at the expiration of its term, if China will cease to cultivate poppy or produce opium, Great Britain shall cease to send Indian opium to China. The enterprising leaders of the Chinese Republic, some of whom are foreign-educated, headed by that lucky personage, Dr. Sun Yat-sen, seized with a craze for reform, swooped down upon the subject, among dozens or hundreds of others, of Opium Suppression. They fixed their minds, though the heavens should fall, upon suppressing Importation of Opium, Cultivation of Poppy, and Sale and Smoking of Opium, on the ground that opium is a drug which, as they nurture a full belief, virtually ruins the sons of China, and is to a material extent accountable for the degeneration of China. Their impression seems to have originated from, and to be strengthened by, the voice of certain foreign religious bodies and individuals against the vice of opium smoking.

Now, the first point is as to whether, if opium smoking is a vice that has virtually injured China in the degree fully regarded as true by the Chinese Republican legislators, is it republican, politic and diplomatic to adopt such stringent measures as have been taken by those legislators and their administrative representatives to put down opium smoking? The second point is as to whether opium is a drug which virtually ruins the sons of China, and is to a material extent accountable for the degeneration of China?

My answer to the first point is that, granting that opium smoking is a vice that has virtually injured China in the degree referred to, it is neither republican nor politic nor diplomatic to take up such stringent measures as embrace the following forms:—

- 1.—To arrest the citizens of China for smoking opium.
- 2.—To throw them unmercifully into a Chinese prison not better than a hell in point of sanitation.
- 3.—To mulct them in exorbitant sums of money according to the whim of the administrative officials.
- 4.—To keep them in rigorous imprisonment as long as the fines are not paid, or at pleasure of the merciless officials.
- 5.—To give them no medical treatment whilst in prison, to endure the pain of sudden stoppage of their smoking habits, which in various instances has resulted in death.
- 6.—To employ detectives to inform against citizens smoking opium.
- 7.—To enter citizens' houses by force to arrest opium smokers.
- 8.—To arrest persons who do not smoke opium, but who are present while the smokers are enjoying their smoke.
- 9.—To deal with the non-smokers referred to in the next preceding paragraph in the same manner as the smokers.
- 10.—To arrest citizens and punish them to a certain burning extent when opium or opium smoking paraphernalia or any part or parts of the latter is or are discovered in their houses.
- 11.—In certain cases which the Chinese newspapers above mentioned call "isolated cases," citizens were, and are, perhaps, or are to be, shot dead for smoking opium.
- 12.—To confiscate and burn or destroy citizens' opium and opium smoking paraphernalia.
- 13.—To carry out the above measures in defiance of the Opium Treaty.

CONTRARY TO REPUBLICAN PRINCIPLES. The following are grounds on which measures 1 to 12 are contrary to the principles of a Republic, and are totally impolitic, nay, they are very far more immoral than the alleged immorality in opium smoking:—

The natives of China had the consent of the Manchu Government, as also that of the Republican Government, not only to buy, stock and smoke, but also to import, export and grow opium. They were in fact encouraged by the two Governments to do so from the fact that those Governments farmed the monopoly of the sale of opium and received duties on the importation and exportation of that commodity. The encouragement was the more apparent, inasmuch as the more opium was in quantity and the smokers were in number, the more the duties were, which, it is clear, was what the two Governments by implication wanted. From this fact sprang the encouragement. The inhabitants or citizens, who could afford to do so, bought and stocked opium for the purpose of smoking it, as they used to do, and, in several cases, as they heard that opium was in time to be a commodity which could not be obtained in China. What, then, prevented them from buying and stocking opium? Nothing, for the two Governments referred to reaped splendid harvests from such buying and stocking. The stock of opium so bought was, and will be a lawful article not being affected by any Opium Suppression measures. But, for all that, the present Chinese Government put sweeping measures in force with the result that the very stock bought, to no small benefit of the two Governments by their implied encouragement, is considered now in the eye of those measures as illegal, and the owners are punished in the mode paragraphically set forth above. Is this sort of thing, among others, done by Young China to be looked upon by the enlightened world and the Creator as a moral act? A good purpose, which is wrongly carried out, is turned into a bad one.

Again, the principles of a Republic are such that the citizens thereof are free to enjoy equal rights and liberties, not being subject to the everlasting rule and prerogative of a single person known as monarch and his or her descendants. What do "rights" and "liberties" mean in the ordinary sense? The one signifies whatever belongs to a person as sanctioned by Divinity, and the other consists in a person's freedom of action, the hampering of which is opposed to Divine Law. So, the rights and liberties of the citizens of a Republic are as sacred as Divinity itself. Therefore, the stringent repressive measures enforced by the Chinese Republic against opium which affect the smokers, principally those who smoke their old stock, are a violation of the rights and liberties of the citizens of China; because if the Republic could prevent its people from smoking opium which they did not rob or steal, but bought with their honestly-earned money, it could prevent them from taking rice, pork or any dietary article which they have been in the habit of taking. The principle applying to the one applies to the other. As it is, there are posters in every street at this port exhorting people to cease to smoke foreign tobacco for the reason, as stated therein, that it is deleterious to health, and that its consumption by Chinese contributes considerably every year to the opulence of foreigners; and, while being silent on the wholesomeness of Chinese tobacco, the posters state in continuation that Chinese, by smoking Chinese tobacco, save for China an enormous sum of money yearly. At present, it is only an exhortation, but on some future occasion, perhaps to-morrow, it may suit the caprice of the Republican leaders to punish the natives of China for smoking foreign tobacco in a manner similar to that in which they punish opium smokers.

(Continued on page 5.)

INTIMATIONS

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M.P.



A Really Recherché Whisky.

The best that quality of ingredients

and age combined with experience

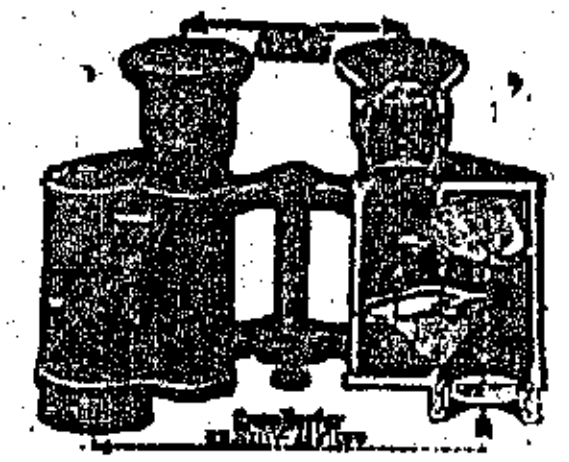
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OBTAINABLE EVERYWHERE.

H. RUTTONJEE & SON,

Wine and Spirit Merchants.

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16 Power	£16.10.0
12 " (new model)	£10.10.0
12 "	£9.5.0
8 "	£6.10.0
6 " (large field)	£7.10.0
6 "	£6.0.0
6 " (small model)	£5.18.0
3 "	£5.8.0

To be Obtained from

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS,
CHATER ROAD.

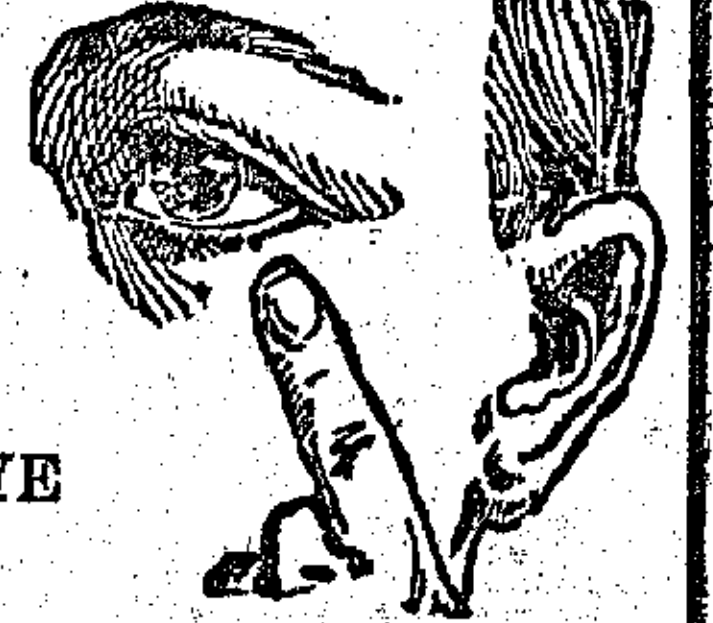
1

OUR

STUDY

OF

THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

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SCIENTIFIC OPTICIANS
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HONGKONG.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period, will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 55. Telephone No. 12.
Telegraphic Address: PRAES.
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

WANTED.

A STENOGRAPHER and TYPIST. Apply giving references and Salary required to—
Care of "Daily Press" Office.
Hongkong, 23rd May, 1913. [699]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, On THURSDAY, the 29th May, 1913, commencing at 2.30 P.M., at his Sales Rooms, Duddell Street, A COLLECTION OF VALUABLE CHINESE PORCELAINS AND CURIOS, comprising—

5-Coloured and Blue and White VASES, PLATES, BOWLS and FIGURES, OLD BRONZES, JADE ORNAMENTS, CHINA GLASS, AMBER and CRYSTAL, SNUFF BOTTLES, OLD CHINESE PICTURES, TONKIN INLAID WORK, etc., etc.; and

A Quantity of SILK EMBROIDERED HANGINGS, MANDARIN'S COATS, etc. On View from WEDNESDAY, the 28th May. Catalogues will be issued. TERMS:—Cash on delivery.
GEO. P. LAMMERT, Auctioneer.
Hongkong, 23rd May, 1913. [700]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARG," FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th June, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst. at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 22nd May, 1913. [698]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON" Arrived Hongkong on 22nd May, 1913. From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 22nd May, 1913. [1]

WANTED TO LET.

LAUNCH on Hire, for Small Bathing Parties. For Rates apply to—
"M.P." Care of "Daily Press" Office.
Hongkong, 14th May, 1913. [635]

MASSAGE.

SKILLFUL, Safety in the General or Electric. Miss MORITA, Care of NIMURA HOTEL, 15, 16 and 17, Connaught Road, Opposite Blake Pier.
Hongkong, 8th May, 1913. [652]

FOR SALE.

OPTIMUS OIL COOKING STOVES. SEVERAL VARIETIES. Apply—
S. D. SETNA & Co., 33, Queen's Road Central.
Hongkong, 17th May, 1913. [682]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small nauties handled and specially low rates quoted for large quantities.

INTIMATIONS

DO YOU KNOW THIS MAN?



LEON KENDAL
THE WORLD-FAMOUS

PALMIST and ASTROLOGER.

has the honour to announce a Short Season in HONGKONG.

"THE GRAPHIC" (London) says: "His Delinations are Nothing Short of Marvellous."
"THE FRESCO" (Paris): "He is the High Priest of three Sciences."
"THE STANDARD" (London) says: "He is Without Equal."

Consultations Daily—from 9.30 to 5.30.

HONGKONG HOTEL, (Room 255),
Hongkong, 17th May, 1913. [684]

KOWLOON-CANTON RAILWAY (BRITISH SECTION).

NOTICE.

NOTICE IS HEREBY GIVEN that an ADDITIONAL TRAIN will leave Kowloon for SHEUNG SHUI (PANLING GOLF LINKS) at 8.35 A.M. on SATURDAY, 24th instant, calling at TAIPO at 9 A.M. and arriving SHEUNG SHUI at 9.12 A.M.
By Order,
H. P. WINSLOW, Manager.
Kowloon, 20th May, 1913. [693]

NOTICE.

NOTICE IS HEREBY GIVEN that the Partnership heretofore subsisting between ELIZABETH NICOLAY and DOROTHY ALEXANDER, carrying on Business as Ladies' Drapers at Victoria in the Colony of Hongkong, under the style or Firm name of "AMERICAN CONSUMER STORE," has been dissolved as from the date hereof.
Dated this 21st day of May, 1913.
JOHNSON, STOKES & MASTER, Solicitors for the above-named ELIZABETH NICOLAY.
[695]

TO LET

BISHOP'S LODGE SOUTH, No. 5, PEAK, FIVE ROOMS FURNISHED, for the Summer only; close to Tram Station. Apply—
DENNIS & BOWLEY.
Hongkong, 22nd May, 1913. [693]

TO LET

"EDGEHILL" No. 6a, The PEAK—FURNISHED. For particulars apply to—
R. SUTHERLAND, JARDINE, MATHESON & Co., Ltd., Hongkong, 9th May, 1913. [598]

TO LET.

LA HACIENDA EAST, 74, Mount Kellet Road. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st May, 1913. [587]

TO LET

NO 21, SHELLEY STREET. "CRAIG RYRIE," No. 4, The Peak, To Let. 8 ROOMS; Tennis and Croquet Lawns; Fine Situation. From 1st February, 1913. MERION, No. 10 PEAK, FURNISHED or UNFURNISHED. 6 ROOMS To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 5 ROOMS, from 1st March, 1913. For Sale. "HARTING and ROGATE" on part of Kowloon Inland Lot No. 1154. Apply to—
LINDSEY & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 19th May, 1913. [64]

TO LET.

1ST FLOOR, No. 8, Wood Road. Apply to—
THE YEE YUEN, No. 192, Queen's Road East.
Hongkong, 14th May, 1913. [669]

TO LET.

SHOP, No. 12, Queen's Road Central. OFFICES, Nos. 12 & 14, Queen's Rd. Central. No. 9, MOUNTAIN VIEW, PEAK. No. 5, STEWART TERRACE, PEAK. Apply to—
M. J. D. STEPHENS, Hongkong, 25th April, 1913. [623]

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

WHITE SERGE COAT AND TROUSERS \$25.

WHITE SERGE TROUSERS \$9.50.

TROPICAL FLANNEL SUITS \$35.

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FIT AND STYLE GUARANTEED.

NEW DESIGNS

IN SHIRTS

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LATEST STYLES

IN SUN HELMETS.

FELT HATS

AND STRAW BOATERS.

NEW SPRING GOODS

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FRESH CONSIGNMENTS JUST ARRIVED PER S.S. "NARRUNG."

STOCKED BY WING ON CO. KWONG HIP SHING. KWONG WAH. AND OTHER LEADING COMPRADORES.

ASK FOR PAT-A-CAKE. SHORT CAKE. TEDDY BEAR. LEMON PUFF OREAN. CLOTTED CREAM.

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TO LET—AT KOWLOON. NEW MODERN 3-ROOMED FLATS with Two Bathrooms, Pantry, Kitchen and Servants' Quarters. Bathrooms fitted with English Baths. Kitchen has English Cooking Range and Hot Water Boiler. Electric Light throughout. Immediate Possession. Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings, Hongkong, 12th May, 1913. [653]

TO LET.

OFFICES in Hotel Mansions. Apply to—
HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 9th April, 1913. [555]

TO LET.

SHOP in ALEXANDRA BUILDINGS. Apply to—
A. S. WATSON & Co., Ltd., Alexandra Buildings, Hongkong, 27th November, 1912. [69]

TO LET.

TO LET—from 1st July. THE Premises including the Silk Godown in Canton on Shamoon Lot 19 known as "THE RED HOUSE" now in the occupation of Mr. T. E. Griffith. Apply to—
DAVID SASSOON & Co., Ltd., Hongkong, 15th May, 1913. [676]

TO LET.

LARGE SUBSTANTIALLY BUILT GODOWN, situated on Water Front, East Point. For further particulars apply Property Office. JARDINE, MATHESON & Co., Ltd., Hongkong, 15th August, 1912. [57]

TO LET.

ON 2nd FLOOR, No. 2 PEDDER STREET. ONE-ROOMED OFFICE. Apply Property Office. JARDINE, MATHESON & Co., Ltd., Hongkong, 23rd May, 1912. [66]

TO LET

"BREEZY VILLA," No. 2, Park Road 4-Roomed Bungalow with Tennis Court, Commands splendid View of Harbour. For Rent, etc., please apply to—
YAP HOK LING, No. 4, Ripon Terrace, Hongkong, 28th March, 1913. [507]

TO LET.

A HOUSE in KNOTSFORD TERRACE. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st May, 1913. [506]

TO LET.

THE PREMISES NO. 6, DES VŒUX ROAD CENTRAL, now nearing completion. Suitable for Banking and other Offices, &c. Apply to—
DAVID SASSOON & Co., Ltd., Hongkong, 15th May, 1913. [675]

TO LET.

FLATS, "WILD DELL," No. 147 Wanchoi Road, Newly Built, each Flat with 3 ROOMS, Kitchen, Bathroom, and Servants' Quarters. Quiet Locality. "HOMESTEAD," No. 45, PEAK. Apply to—
TSANG KIT-FAN, Comptroller Department, HONGKONG & SHANGHAI BANKING CORPORATION, Hongkong, 29th April, 1913. [522]

TO LET.

NO. 2, WEST END TERRACE, Shamoon No. 153, PRAYA EAST, GODOWN. FOR SALE or TO LET. Unfurnished, a HOUSE at The Peak. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 1st May, 1913. [65]

AUCTIONS

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 26th day of May, 1913, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of Two Lots of CROWN LAND at Conduit Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Sale	Locality	Boundary Measurements (Approximate)	Contents	Sum of Rent	Annual Rent	Upset Price
Lot 1	Conduit Road	110 feet by 100 feet	10,400 sq. ft.	110	2,400	
Lot 2	Conduit Road	170 feet by 100 feet	10,500 sq. ft.	114	2,475	

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to Sell by PUBLIC AUCTION, On FRIDAY, the 30th May, 1913, commencing at 3 P.M., at his Auction Rooms, in Duddell Street, IN ONE LOT, The VALUABLE LEASEHOLD PROPERTY registered as Inland Lot No. 1927, situate in Wong Nei Chong Road and adjoining the Race Course, excellent building site, Area 22,519 square feet.

Particulars and conditions of sale may be obtained from Mr. GEO. P. LAMMERT, Auctioneer, Mr. J. CAER CLARK, Architect, 14, Queen's Road Central, or MESSRS. HASTINGS & HASTINGS, 8, Des Vœux Road Central, the Vendors' Solicitors.
Hongkong, 16th May, 1913. [680]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,700,000
RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.
Hongkong, 14th April, 1913. [133]

INTERNATIONAL BANKING CORPORATION. HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES: Bombay, Calcutta, Canton, Cebu, Colon, Euphrate, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS ... \$7,060,000 equal £1,450,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted. CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG, Manager.
9, Queen's Road, Hongkong, 2nd November, 1912. [920]

HONGKONG SAVINGS BANK. THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Interest on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager.
Hongkong, 1st July, 1911. [19]

BANKS

THE BANK OF TAIWAN, LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS: Amoy, Swatow, Tainan, Anking, Kobe, Tamsui, Canton, Nagasaki, Tokyo, Foochow, Osaka, Yokohama, Keelung, Shanghai.

HONGKONG OFFICE, 3, DES VŒUX ROAD.

Interest allowed on Current Accounts. Deposits received on terms which may be left on application. K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [636]

NEDERLANDSCH-INDISCHE HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1853.

Authorized Capital Fl. 15,000,000 (£1,250,000)
Paid up Capital Fl. 14,905,350 (£1,242,112)
Reserve Fund Fl. 5,022,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANKERS.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager.
No. 8, Des Vœux Road Central.
Hongkong, 23rd April, 1913. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS: Sterling £1,500,000 at 2/—=\$15,000,000
SILVER ... \$17,200,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS: S. H. DODWELL, Esq.—Chairman. Hon. Mr. D. LANDALE—Deputy Chairman.

G. Friedland, Esq., W. L. Pattenden, Esq., O. E. Gubbay, Esq., J. A. Plummer, Esq., F. H. Holyoak, Esq., Hon. Mr. E. Shellim, G. L. Landon, Esq., H. A. Sieba, Esq., F. Lieb, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB.

MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits: For 3 months, 2 1/2 per cent. per annum. For 6 months, 3 1/2 per cent. per annum. For 12 months, 4 per cent. per annum.

N. J. STABB, Chief Manager.
Hongkong, 8th May, 1913. [18]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000
SUBSCRIBED ... 1,125,000
PAID UP ... 1,125,000
RESERVE FUND ... 415,000

HEAD OFFICE: 40, The Strand, London, E.C.

BRANCHES: Bombay, Calcutta, Cebu, Hongkong, Kanton, Kobe, London, Lyons, Manila, Peking, Rangoon, San Francisco, Shanghai, Singapore, Suez, Tientsin, Yokohama.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS: BANK OF ENGLAND, LONDON JOINT STOCK BANK, Ltd.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. B. LINTON, Manager.
Hongkong, 20th May, 1913. [969]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL ... Yen 40,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 18,200,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at: Amoy, Hankow, Hongkong, Kobe, London, Lyons, Shanghai, Singapore, Suez, Tientsin, Yokohama.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager.
Hongkong, 1st July, 1911. [19]

INTEREST ALLOWED ON CURRENT ACCOUNTS. Deposits received for fixed periods at rates to be obtained on application.

EISII ONO, Manager.
Hongkong, 31st March, 1913. [443]

ENTERTAINMENT

BIJOU

9.15 P.M.—PROGRAMME—9.15 P.M.

THE NABOB
THE NABOBA DRAMA ADAPTED FROM THE
FAMOUS NOVEL BY ALPHONSE DAUDET.THE DIVING GIRL (Comic).
CONQUERING CARRIBNEWS OF THE DAY
(Pathé Gazette).MISS VIOLET BONETTA
(The Saucy Sonnette)

7.15 P.M.—PICTURES ONLY—7.15 P.M.

Hongkong, 21st May, 1913.

[61]

HONGKONG SHORTHAND
AND TYPEWRITING
BUREAU.REPORTING of any Description Under
taken by Competent and Reliable Note-
takers.
Correspondence and Tabulated Work turned
out with Accuracy and despatch.
Contracts arranged. Secretarial duties
undertaken.H. E. VICTOR,
Manager,
10, Queen's Road Central,
(First Floor).Tel. phone No. 650.
Hongkong, 3rd March, 1913.

[397]

CHEESE

We beg to inform our Customers that
we have received a New Shipment
of our well-known CANADIAN STILTON
CHEESE.

THE

DAIRY FARM CO., LTD.

28

The Dalli

appeals to every woman.

The best, most simple and most
comfortable way of ironing. Inde-
pendent of stove and gas, it can be
used anywhere. Non-inflammable
fuel without noxious fumes. No
risk from fire; healthier and safer
than any other iron.Great Storekeepers,
The Dalli Co., Ltd., 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 1805, 1807, 1809, 1811, 1813, 1815, 1817, 1819, 1821, 1823, 1825, 1827, 1829, 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1847, 1849, 1851, 1853, 1855, 1857, 1859, 1861, 1863, 1865, 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1883, 1885, 1887, 1889, 1891, 1893, 1895, 1897, 1899, 1901, 1903, 1905, 1907, 1909, 1911, 1913, 1915, 1917, 1919, 1921, 1923, 1925, 1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1959, 1961, 1963, 1965, 1967, 1969, 1971, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1989, 1991, 1993, 1995, 1997, 1999, 2001, 2003, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2019, 2021, 2023, 2025, 2027, 2029, 2031, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2049, 2051, 2053, 2055, 2057, 2059, 2061, 2063, 2065, 2067, 2069, 2071, 2073, 2075, 2077, 2079, 2081, 2083, 2085, 2087, 2089, 2091, 2093, 2095, 2097, 2099, 2101, 2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 2537, 2539, 2541, 2543, 2545, 2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561, 2563, 2565, 2567, 2569, 2571, 2573, 2575, 2577, 2579, 2581, 2583, 2585, 2587, 2589, 2591, 2593, 2595, 2597, 2599, 2601, 2603, 2605, 2607, 2609, 2611, 2613, 2615, 2617, 2619, 2621, 2623, 2625, 2627, 2629, 2631, 2633, 2635, 2637, 2639, 2641, 2643, 2645, 2647, 2649, 2651, 2653, 2655, 2657, 2659, 2661, 2663, 2665, 2667, 2669, 2671, 2673, 2675, 2677, 2679, 2681, 2683, 2685, 2687, 2689, 2691, 2693, 2695, 2697, 2699, 2701, 2703, 2705, 2707, 2709, 2711, 2713, 2715, 2717, 2719, 2721, 2723, 2725, 2727, 2729, 2731, 2733, 2735, 2737, 2739, 2741, 2743, 2745, 2747, 2749, 2751, 2753, 2755, 2757, 2759, 2761, 2763, 2765, 2767, 2769, 2771, 2773, 2775, 2777, 2779, 2781, 2783, 2785, 2787, 2789, 2791, 2793, 2795, 2797, 2799, 2801, 2803, 2805, 2807, 2809, 2811, 2813, 2815, 2817, 2819, 2821, 2823, 2825, 2827, 2829, 2831, 2833, 2835, 2837, 2839, 2841, 2843, 2845, 2847, 2849, 2851, 2853, 2855, 2857, 2859, 2861, 2863, 2865, 2867, 2869, 2871, 2873, 2875, 2877, 2879, 2881, 2883, 2885, 2887, 2889, 2891, 2893, 2895, 2897, 2899, 2901, 2903, 2905, 2907, 2909, 2911, 2913, 2915, 2917, 2919, 2921, 2923, 2925, 2927, 2929, 2931, 2933, 2935, 2937, 2939, 2941, 2943, 2945, 2947, 2949, 2951, 2953, 2955, 2957, 2959, 2961, 2963, 2965, 2967, 2969, 2971, 2973, 2975, 2977, 2979, 2981, 2983, 2985, 2987, 2989, 2991, 2993, 2995, 2997, 2999, 3001, 3003, 3005, 3007, 3009, 3011, 3013, 3015, 3017, 3019, 3021, 3023, 3025, 3027, 3029, 3031, 3033, 3035, 3037, 3039, 3041, 3043, 3045, 3047, 3049, 3051, 3053, 3055, 3057, 3059, 3061, 3063, 3065, 3067, 3069, 3071, 3073, 3075, 3077, 3079, 3081, 3083, 3085, 3087, 3089, 3091, 3093, 3095, 3097, 3099, 3101, 3103, 3105, 3107, 3109, 3111, 3113, 3115, 3117, 3119, 3121, 3123, 3125, 3127, 3129, 3131, 3133, 3135, 3137, 3139, 3141, 3143, 3145, 3147, 3149, 3151, 3153, 3155, 3157, 3159, 3161, 3163, 3165, 3167, 3169, 3171, 3173, 3175, 3177, 3179, 3181, 3183, 3185, 3187, 3189, 3191, 3193, 3195, 3197, 3199, 3201, 3203, 3205, 3207, 3209, 3211, 3213, 3215, 3217, 3219, 3221, 3223, 3225, 3227, 3229, 3231, 3233, 3235, 3237, 3239, 3241, 3243, 3245, 3247, 3249, 3251, 3253, 3255, 3257, 3259, 3261, 3263, 3265, 3267, 3269, 3271, 3273, 3275, 3277, 3279, 3281, 3283, 3285, 3287, 3289, 3291, 3293, 3295, 3297, 3299, 3301, 3303, 3305, 3307, 3309, 3311, 3313, 3315, 3317, 3319, 3321, 3323, 3325, 3327, 3329, 3331, 3333, 3335, 3337, 3339, 3341, 3343, 3345, 3347, 3349, 3351, 3353, 3355, 3357, 3359, 3361, 3363, 3365, 3367, 3369, 3371, 3373, 3375, 3377, 3379, 3381, 3383, 3385, 3387, 3389, 3391, 3393, 3395, 3397, 3399, 3401, 3403, 3405, 3407, 3409, 3411, 3413, 3415, 3417, 3419, 3421, 3423, 3425, 3427, 3429, 3431, 3433, 3435, 3437, 3439, 3441, 3443, 3445, 3447, 3449, 3451, 3453, 3455, 3457, 3459, 3461, 3463, 3465, 3467, 3469, 3471, 3473, 3475, 3477, 3479, 3481, 3483, 3485, 3487, 3489, 3491, 3493, 3495, 3497, 3499, 3501, 3503, 3505, 3507, 3509, 3511, 3513, 3515, 3517, 3519, 3521, 3523, 3525, 3527, 3529, 3531, 3533, 3535, 3537, 3539, 3541, 3543, 3545, 3547, 3549, 3551, 3553, 3555, 3557, 3559, 3561, 3563, 3565, 3567, 3569, 3571, 3573, 3575, 3577, 3579, 3581, 3583, 3585, 3587, 3589, 3591, 3593, 3595, 3597, 3599, 3601, 3603, 3605, 3607, 3609, 3611, 3613, 3615, 3617, 3619, 3621, 3623, 3625, 3627, 3629, 3631, 3633, 3635, 3637, 3639, 3641, 3643, 3645, 3647, 3649, 3651, 3653, 3655, 3657, 3659, 3661, 3663, 3665, 3667, 3669, 3671, 3673, 3675, 3677, 3679, 3681, 3683, 3685, 3687, 3689, 3691, 3693, 3695, 3697, 3699, 3701, 3703, 3705, 3707, 3709, 3711, 3713, 3715, 3717, 3719, 3721, 3723, 3725, 3727, 3729, 3731, 3733, 3735, 3737, 3739, 3741, 3743, 3745, 3747, 3749, 3751, 3753, 3755, 3757, 3759, 3761, 3763, 3765, 3767, 3769, 3771, 3773, 3775, 3777, 3779, 3781, 3783, 3785, 3787, 3789, 3791, 3793, 3795, 3797, 3799, 3801, 3803, 3805, 3807, 3809, 3811, 3813, 3815, 3817, 3819, 3821, 3823, 3825, 3827, 3829, 3831, 3833, 3835, 3837, 3839, 3841, 3843, 3845, 3847, 3849, 3851, 3853, 3855, 3857, 3859, 3861, 3863, 3865, 3867, 3869, 3871, 3873, 3875, 3877, 3879, 3881, 3883, 3885, 3887, 3889, 3891, 3893, 3895, 3897, 3899, 3901, 3903, 3905, 3907, 3909, 3911, 3913, 3915, 3917, 3919, 3921, 3923, 3925, 3927, 3929, 3931, 3933, 3935, 3937, 3939, 3941, 3943, 3945, 3947, 3949, 3951, 3953, 3955, 3957, 3959, 3961, 3963, 3965, 3967, 3969, 3971, 3973, 3975, 3977, 3979, 3981,

UNVARIED FOR OVER
150 YEARS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [74]

[illegible]

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws.	COMFORT.	From HONGKONG calling at SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.		KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the
NILE ... 11,000 tons.	SPEED.	Pacific) through Service via
CHINA ... 10,200 tons.		NEW YORK to Europe.
PERSSIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £24 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES for Officers, Army, Navy, Consular or Civil Service, on application.

Steamers	Tons	Starting	Tuesday	3rd June, at 3 p.m.
NILE	11,000	Tuesday	10th June, at 1 p.m.	
MONGOLIA	27,000	Tuesday	1st July, at 3 p.m.	
PERSSIA	9,000	Tuesday	8th July, at 1 p.m.	
KOREA	18,000	Tuesday	22nd July, at 1 p.m.	
SIBERIA	18,000	Tuesday	29th July, at 3 p.m.	
CHINA	10,200	Tuesday	5th Aug., at 1 p.m.	
MANCHURIA	27,000	Tuesday	19th Aug., at 3 p.m.	
NILE	11,000	Tuesday	26th Aug., at 1 p.m.	

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG	Arrive Manila	Leave Manila	Due Hongkong
3rd June ... NILE	5th June	21st June ... PERSSIA	23rd June
1st July ... PERSSIA	3rd July	19th July ... CHINA	21st July
8th July ... KOREA	10th July	27th July ... MANCHURIA	29th July
29th July ... CHINA	31st July	9th Aug. ... NILE	11th Aug.
19th Aug. ... NILE	21st Aug.	17th Aug. ... MONGOLIA	19th Aug.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite the Blake Pier). TELEPHONE No. 141.
O. H. RITTER, Acting Agent.

Panama-Pacific International Exposition—San Francisco—1915

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For	Steamer	To Sail
SHANGHAI, KOBE AND YOKOHAMA	ARMAND BEHIC	On 2nd June, at 7 a.m.
MARSEILLES VIA PORTS	MAGELLAN	On 3rd June, at 1 p.m.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at FORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in London.
For further particulars apply to
P. THOMAS, AGENT,
QUEEN'S BUILDING.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG
TO
VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
ARRIVING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
From Hongkong: 24th May. Connecting with "TYMERIC"
From Colombo: 7th June.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUMERIC" June.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "GREGORY APCAR," 4,500 tons, Capt. J. E. Drake, will be despatched SHANGHAI, KOBE and MOJI on 30th May.
S.S. "DILWARA," 5,375 tons, Captain Ramage, R.N., will be despatched to KOBE & MOJI, (Yokohama if sufficient inducement offers) on 5th June.

WESTWARD.

S.S. "THONGWA," 6,298 tons, Captain O. M. Robins, will be despatched for STRAITS & CALCUTTA on 26th May.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
Agents.

Hongkong, 17th May, 1913.

HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 23rd MAY, 1913.

8 a.m. "HEUNGSHAN." 5 p.m. "HONAM."

10 p.m. "KYNHAN." 8 p.m. "FATHAN."

SATURDAY, 24th MAY, 1913.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."

10 p.m. "HEUNGSHAN." 5 p.m. "KYNHAN."

A Telephone service has been recently installed on the Canton Company's steamers. Day steamers Call No. 776; Night steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO. MACAO TO HONGKONG.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 25th MAY, 1913.

"SUI AN"

The Company's Steamship

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE

INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "RAINAM," 538 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILINGS.

SHANGHAI, YOKOHAMA, KOBE and MOJI "CANTON" 6,500 About 7th June.

For Freight and Further Particulars, apply to

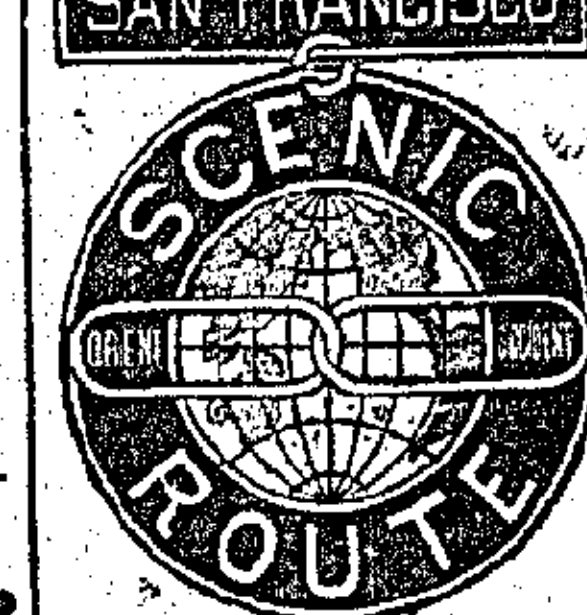
ARTHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR.

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SAN FRANCISCO

SCENIC ROUTE



TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.

S.S. CHIYO MARU ... 22,000 tons.

S.S. SHINYO MARU ... 22,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra. Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

Without Change.

Through Standard Sleepers.

Through Tourist's Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the

Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LAOY GOODRICH,

GENERAL ORIENTAL AGENT.

75 MAIN STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "AFRICA," 8,840 tons, will leave as above on 13th June at 5 p.m.

Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins. Doctor, Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £30 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA

STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.

S.S. "AFRICA," 12,500 tons, will leave as above about 2nd June.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon

Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

Via Venice, Milan, Simplon, Lugano, Paris, Calais or Boulogne, Class I £3.15, II £2.1.6.

BY ST. GOTTHARD EXPRESS:

Via Venice, Milan, St. Gotthard, Lucerne, Basle, Leon, Calais or Boulogne, Class I £3.15, II £2.1.6.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £2.11, II £1.9.9.

Via Munich, Cologne, Hook or Flushing, Class I £2.10, II £1.1.6.

TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 29th May, at 5 p.m.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "GISELA" will leave as above about 31st May.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIEBER & Co., Agents.

Hongkong, 23rd May, 1913.

Princes' Building.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA.	KAMO MARU Capt. K. Kawara.	15,000	WED'DAY, 4th June, at Daylight.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID	AKI MARU Capt. Kon.	12,500	WED'DAY, 18th June, at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	TAMBA MARU Capt. S. Wada.	12,500	THURSDAY, 3rd June, at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AWA MARU Capt. R. Shimizu.	12,500	TUESDAY, 17th June, at 4 p.m.
CALCUTTA via SINGAPORE, PENANG & RANGOON	NIKKO MARU Capt. Yagi.	9,600	WED'DAY, 4th June, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	KUMANO MARU Capt. M. Winkler.	9,300	WED'DAY, 2nd July, at Noon.
KOBE and YOKOHAMA	KIRIN MARU Capt. M. Deguchi.	6,000	SATURDAY, 31st May.
KOBE and YOKOHAMA	SHINYO MARU Capt. Ohkuma.	12,500	MONDAY, 26th May.
KOBE and YOKOHAMA	KAGA MARU Capt. Tabusa.	12,500	THURSDAY, 6th June, at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU Capt. Sakine.	7,000	WED'DAY, 4th June, at Noon.
SHANGHAI, MOJI and KOBE	RANGOON MARU Capt. Kamoshita.	12,500	WED'DAY, 4th June.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

(11—12—13)

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to	Leave HONGKONG	Connecting Steamers from COLOMBO to	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
COLOMBO	NOON, SATURDAY	Steamer	SUNDAY	SATURDAY
DELTA	May 24	MOOLTAN	June 22	June 23
ASSAYE	June 7	MOREA	July 6	July 12
ARCADIA	June 21	MARMORA	July 20	July 26
DEVANHA	July 5	MEDINA	Aug. 3	Aug. 9
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23
ASSAYE	August 2	MAWOJA	Aug. 31	Sept. 6
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 20

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE. £106.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due
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PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELTA	Noon, 24th May.	See Special of Call
SHANGHAI	ASSAYE	6 P.M., 25th May.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN	About 28th May.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUNDA	About 1st June.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd May, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STAMERS	TO SAIL
SHANGHAI, WEIHAWEI, CHEFOO	"LINAN"	On 24th May, 11 A.M.
SWATOW, WEIHAWEI, CHEFOO	"HUICHOW"	On 24th May, 11 A.M.
SHANGHAI, WEIHAWEI, CHEFOO	"SZECHUEN"	On 25th May, 10 A.M.
HONGKONG, MANILA, CEBU and LOILO	"TAMING"	On 27th May, 4 P.M.
SHANGHAI, WEIHAWEI, CHEFOO	"KAIPOH"	On 28th May, 9 A.M.
SHANGHAI, WEIHAWEI, CHEFOO	"ANHUI"	On 29th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIPOH" is situated on Deck, aft. Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through bills of lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailing. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES.—SINGLE \$15.....RETURN \$75.
BUTTERFIELD & SWIRE,
For Freight or Passage apply to—
Hongkong, 23rd May, 1913. TELEPHONE 36. AGENTS**DOUGLAS STEAMSHIP CO., LD.**

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 23rd May, at 11 A.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 27th May, at 11 A.M.
"HAITANG"	Capt. A. E. Hodgkin	FRIDAY, 30th May, at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	SUNDAY, 25th May, at 10 A.M.
		WEDNESDAY, 28th May, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIR & Co.,
GENERAL MANAGERS.

Hongkong, 22nd May, 1913.

**THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LTD.**MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	On 26th May, Noon.	On 7th June, 11 A.M.
ALDENHAM	On 30th May.	On 21st June, 11 A.M.
ST. ALBANS	On 27th June.	On 19th June, 11 A.M.
EASTERN	On 27th June.	On 19th June, 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.**HAMBURG-AMERIKA LINIE.**IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Ore.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. FUERST BUELOW	25th May.
S.S. BIRKENFELS	28th May.
S.S. GOLDENFELS	13th June.
S.S. C. FERD. LAEISZ	19th June.
S.S. PRUSSIAN	20th June.
S.S. SILESIA	20th July.
S.S. BELGRAVIA	30th July.

For Further Particulars, apply to—

Hongkong, 23rd May, 1913.

HOMEWARD.

For MARSEILLES, HAVRE & HAMBURG:	S.S. ARABIA	25th May.
For HAVRE, ROTTERDAM, HAMBURG & ANTWERP:	S.S. ALESIA	11th June.
For MARSEILLES & HAMBURG:	S.S. SANBIA	12th June.
For HAVRE, BREMEN & HAMBURG:	S.S. SEGOVIA	17th June.
For VANCOUVER, SEATTLE and/or Tacoma & PORTLAND (Ore.):	S.S. C. FERD. LAEISZ	20th June.
For MARSEILLES, HAVRE & HAMBURG:	S.S. FUERST BUELOW	28th June.

HAMBURG-AMERIKA LINIE
Hongkong Office

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TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU SHINYO MARU

TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 27th May, NOON.
NIPPON MARU	A. G. Stevens	SATURDAY, 21st June, at Noon.
TENYO MARU	E. Bent	TUESDAY, 24th June, at Noon.
SHINYO MARU	W. C. T. Filmer	SATURDAY, 12th July, at Noon.

The S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIDZU, YOKOHAMA and HONOLULU on TUESDAY, the 27th May, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	WEDNESDAY, 4th June, at Noon.
KIYO MARU	17,300	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).**OSAKA SHOSEN KAISHA.**REGULAR SERVICES
PROPOSED SAILINGS FROM HONGKONG,
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.
FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"CANADA MARU"	K. Mori	WEDNESDAY, 28th May, at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 12th June, at 1 P.M.
"PANAMA MARU"	J. Kano	WEDNESDAY, 25th June, at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 10th July, at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 23rd July, at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 7th Aug., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.
Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM,
PENANG & COLOMBO.

STEAMER	CAPTAIN	LEAVING
"LUZON MARU"	H. Yamamoto	FRIDAY, 23rd May, P.M.
"SAIGON MARU"	T. Yamaguchi	THURSDAY, 26th June, P.M.
"INDO MARU"	M. Nemoto	WEDNESDAY, 30th July, P.M.

FOR MOJI, KOBE AND YOKKAICHI.

STEAMER	CAPTAIN	LEAVING
"INDO MARU"	M. Nemoto	SUNDAY, 22nd June, P.M.
"LUZON MARU"	H. Yamamoto	FRIDAY, 18th July, P.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug., P.M.

CHINA & FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAIJO MARU"	Y. Yamamoto	WEDNESDAY, 4th June, at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"DAIJIN MARU"	M. Nagano	SUNDAY, 25th May, at Noon.
"DAIGI MARU"	S. Tokushige	SUNDAY, 1st June, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	WEDNESDAY, 22nd May, at 10 A.M.

FOR CANTON.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	FRIDAY, 23rd May.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

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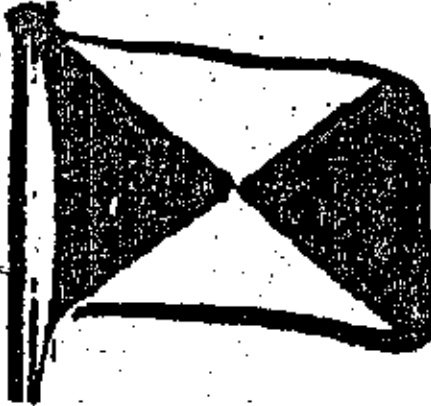
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ZAFIRO	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	On 6th June, 4 P.M.

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SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"SCHARNHORST" Capt. H. Rehm	16,000	About Wed. day, 29th May.
KOBE and YOKOHAMA	"PRINZ WALDEMAR," Capt. H. Bremer	6,100	About Tuesday, 27th May.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Seabill	5,900	End of May.

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